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U.S.D.A. - Forest Service
Pacific Southwest Region
Sierra National Forest

WINTER DISPERSED RECREATION MANAGEMENT PLAN

PINERIDGE RANGER DISTRICT



CLEMSON UNIVERSITY
COLLEGE OF FOREST AND RECREATION RESOURCES
WINTER DISPERSED RECREATION MANAGEMENT PLAN

SUBMITTED TO
THE DEPARTMENT OF RECREATION AND PARK ADMINISTRATION
AS A REQUIREMENT OF THE
U. S. FOREST SERVICE
OUTDOOR RECREATION MANAGEMENT SHORT COURSE

BY
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SHAVER LAKE, CALIFORNIA
FEBRUARY 1982

TABLE OF CONTENTS

I. INTRODUCTION	1
A. Purpose and Scope	
B. Location	
C. Scoping Process	
D. Assumptions	
II. DESCRIPTION OF THE SITUATION	7
A. Physical/Biological	
B. Social	
C. Issues and Concerns	
D. Source of Issues and Concerns	
III. MANAGEMENT DIRECTIONS	14
A. Forest Management Directions	
B. District Management Guidelines	
C. Specific Area Guidelines	
D. Management Perspective	
IV. ACTION PLANS	24
F.Y. 1982	
F.Y. 1983	
F.Y. 1984	
LIST OF REFERENCES	26
APPENDIX	27

I. INTRODUCTION

A. Purpose and Scope

This report will deal with winter recreation use along Highway 168 on the Pineridge Ranger District of the Sierra National Forest. Historically, recreation use along this road has taken place in a haphazard manner and numerous conflicts have arisen between crosscountry skiers, snowplayers, and snowmobilers. There have also been highway congestion problems associated with through travel to China Peak Winter Sports area.

This plan has been developed and written to: 1) fulfill requirements of the Clemson University Outdoor Recreation Management Short Course, 1981, and 2) to provide direction for development and management of dispersed winter recreation along State Highway 168.

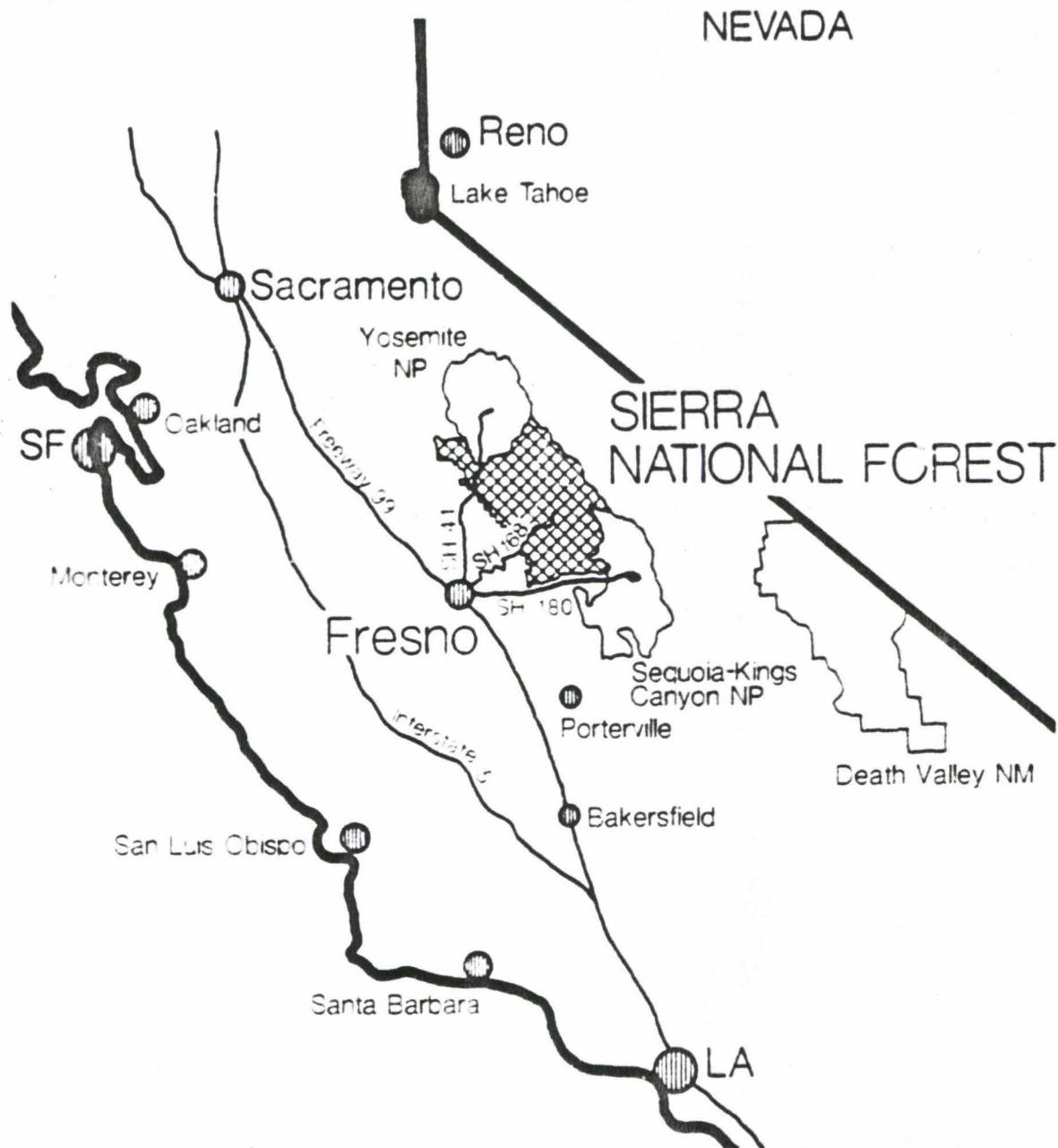
The level of development has been addressed in the Proposed Sierra National Forest Land and Resource Management Plan (Sierra NF 1981: whole document). This Winter Recreation Plan will complement and further define the direction provided in the Forest LMP. The Forest's directions, standards and guidelines that apply to this area will be extracted, listed and shown on the map.

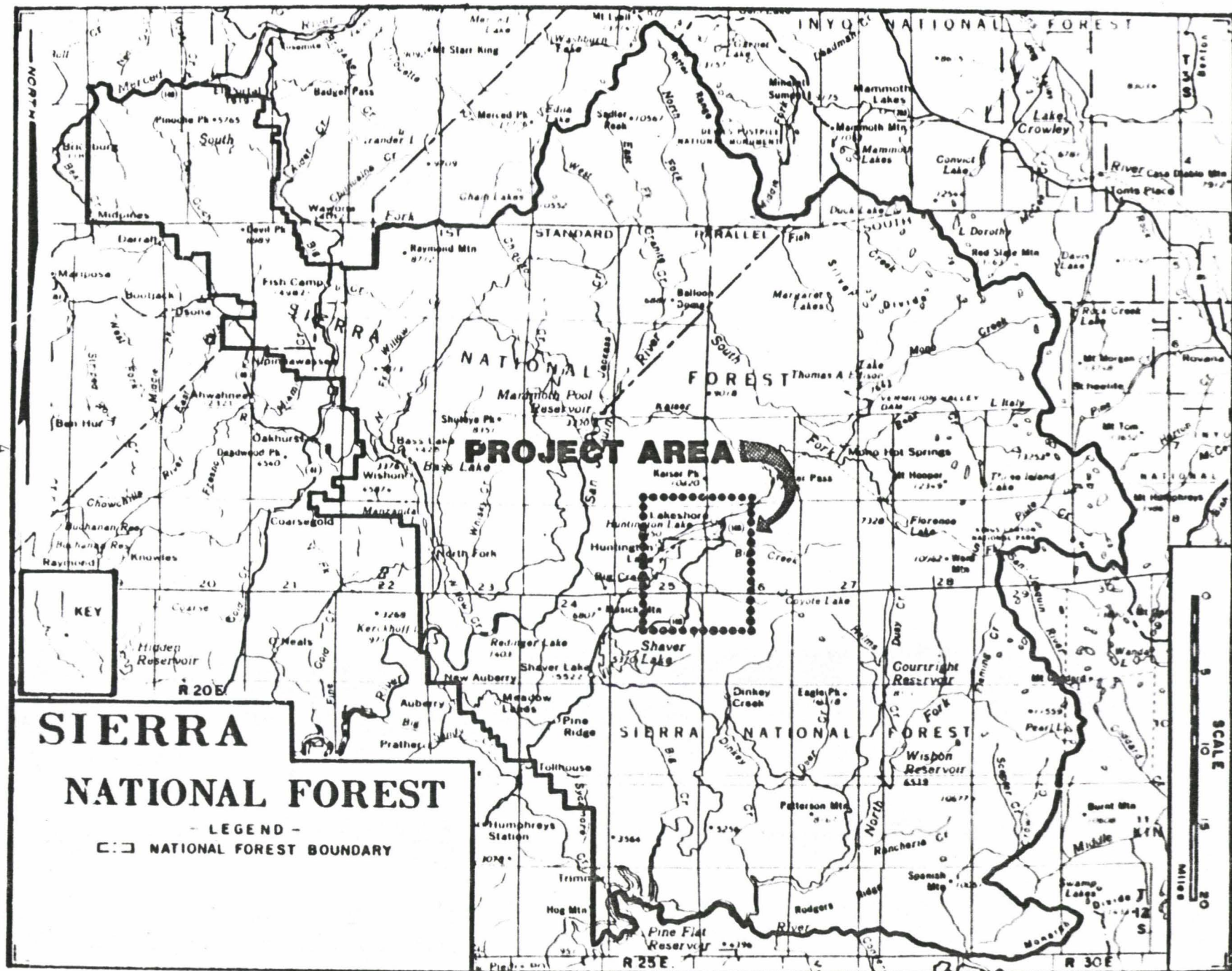
Caltrans (State of California, Department of Transportation) provides snow removal on Highway 168 and at the existing parking areas. Caltrans has concerns about highway safety and the design of existing parking areas related to snow removal. This plan attempts to meet the needs of this cooperating State agency.

Colorado State University conducted a year-long recreation use study in 1978-1979 in which recreationists' use patterns and desires were sampled and categorized (CSU and Rocky Mt. Forest and Range Exp. Sta. 1981: whole document). This information was used in developing both the Forest LMP and in the formulation of portions of this plan.

Special interest groups that use the area have been interviewed and attempts have been made to incorporate their concerns.

LOCATION MAP





B. Location

The plan area is located in the Sierra National Forest of California, on the Pineridge Ranger District, northeast of the town of Shaver Lake. The area starts on State Highway 168 from the entrance to National Forest land at about the 6,500 foot elevation and continues to the terminus of the State Highway at Huntington Lake.

State Highway 168 is the major access route to China Peak Ski Area during the winter. During the summer, Highway 168 is access for thousands of visitors to the popular Huntington Lake, Kaiser Wilderness and John Muir Wilderness areas.

C. Scoping Process

During the past five years there have been a number of scoping meetings held for the purpose of gathering public information for the Forest LMP and the Huntington Lake Composite Plan. The Huntington Lake Composite Plan has been incorporated into the Forest LMP. Colorado State University interviewed motorists using the Pineridge District. An analysis was made of existing use patterns, visit frequency and activities. Users were then contacted by mail with a written questionnaire requesting information on future management and recreation use mixes (CSU and Rocky Mt. F&RES 1981: whole document). Information from those efforts have been used in this plan.

Specifically for this plan, several meetings were held with Caltrans, Shaver Lake Maintenance Foreman and the Highway Superintendent for Division Six. Issues, concerns, and possible solutions were discussed and field-checked. As a cooperating agency responsible for much of the success of this plan, it is necessary to involve Caltrans on any change in direction even after the plan is implemented.

Individuals and special interest groups were contacted for the specific purpose of understanding their concerns and suggested solutions related to winter recreation use. Most contacts were made in the field at the various existing use areas, or at club meetings.

D. Assumptions

The following assumptions have been made for the purposes of this report:

1. A 50-car parking lot on Tamarack Ridge will be constructed using State Off-Highway-Vehicle Fund Money. The funding has been approved by the California State Off-Highway Vehicle Advisory Committee but has not been appropriated by State legislation.
2. Caltrans will continue to provide snow removal of parking areas per letter agreement between the Forest Service, Caltrans, and the State Resources Agency dated 10/12/79. Appendix 1 is a copy of this letter.
3. Use of the area will continue to increase if additional parking is provided. Parking is the limiting factor at this time.

II. DESCRIPTION OF THE SITUATION

A. Physical/Biological

1. Topography

The terrain is mountainous with some gently sloping ground in the Tamarack Creek drainage and other sites along the road. These flatter areas provide great opportunities for dispersed winter use.

2. Precipitation

Average annual precipitation is approximately 45+ inches, most of which is snow. Snow depth normally ranges from five to eight feet and is usually present from early December through late May.

3. Vegetation

Generally mixed conifer timber stands dominate in the lower elevations, graduating to dense, true fir stands in the higher elevations. Lodgepole pine stands are common. Brush is located where tree cover is sparse. The area is characterized by many openings in the stands created by exposed rock or logging operations. There are numerous plantations that are popular areas for riding snowmobiles and skiing. Some damage has resulted from snowmobiles driving over young trees. There are no known sensitive plants.

4. Water

The North Fork of Stevenson Creek, the south and main forks of Tamarack Creek, Grouse Creek, Coon Creek, Big Creek, and Rancheria Creek

are the main drainages. Fish are found in all but the upper portions of Grouse and Stevenson Creeks.

5. Wildlife

Animals are limited in the winter to squirrels, foxes, coyotes, pine martins and other small rodents and mammals, plus a few birds.

B. Social

1. Demand

National winter use has grown to unforeseen heights. In 1979, Time magazine reported on crosscountry skiing as the country's fastest growing winter sport (Knopp and Merrian 1980:4). The Pineridge District's dispersed winter use has only increased slightly in the past two years because of limited parking. The increase has primarily come in the form of mid-week use, and from users going to less desirable plowed turnouts on weekends. The District isn't able to meet the weekend demand because of parking. When parking lots are full, users park on the highway creating safety hazards. Such violations usually result in traffic citations.

Caltrans currently plows all available turnouts and roads used as parking. Caltrans has done an outstanding job providing this service and increasing highway safety.

2. Overnight Camping

Some overnight vehicle-associated camping is occurring at Tamarack Ridge Parking, Marmot/Coyote Parking and Eastwood/Kaiser Pass Road Parking. Motor homes with snowmobile trailers are common. Because of their relative size, these three parking areas provide most of the capacity along the highway.

3. Activities

Snowplay seems to occur at all parking locations depending on the snow conditions, terrain, visibility, and availability of parking. Snowmobiling is generally concentrated at Tamarack Ridge, Red Mountain and Eastwood/Kaiser Pass Road areas. Crosscountry skiing is usually confined to Tamarack Ridge, Marmot/Coyote and Eastwood/Kaiser Pass Road areas. While most of the use along Highway 168 is from the San Joaquin Valley day-use recreationist, much of the use at Eastwood/Kaiser Pass Road is from the occupants of recreation residences and condominiums on the north shore of Huntington Lake.

4. Sanitation

Toilets are currently being maintained at Eastwood and Tamarack Ridge. Tamarack Ridge has two portable toilets mounted on a trailer, and Eastwood has chemical recirculating toilets, two of which are open in the winter. No toilets are provided at Marmot/Coyote.

5. Designated Trails

Only a minimum amount of designated trails have been provided (see Appendix 5). Cross country ski trails consist of the Rancheria Trail in Rancheria Campground, which is two kilometers (km) (1.2 miles) long, and the Marmot/Coyote and Eagle Trails near Tamarack Mountain. Marmot is 2.3 km (1.5 miles) long, Eagle is 5 km (3.1 miles), and Coyote is 8.3 km (5.2 miles). Coyote is an intermediate/advanced trail and the others are beginner/novice. Marmot/Coyote Cross Country ski area is very popular, and these marked trails receive heavy use.

Two designated snowmobile trails exist. Tamarack Ridge is a short loop totaling 5 miles. The Red Mountain Trail, totaling 15 miles

both ways, is not a loop but has a spur that runs towards Coon Creek. The Red Mountain Trail is lightly used primarily because of limited parking. At Tamarack Ridge, snowmobilers tend to follow designated routes where timber is thick, but spread out in open areas. Cross country skiers usually stay on the west side of the South Fork of Tamarack Creek. There are no designated ski trails in this area. No marked trails exist at present, but undesignated trails are used in the Big Creek drainage.

6. Services

Because of current budget, personnel, and mileage limitations, only minimal dispersed winter administration is occurring. There are no regular patrols by the District. A volunteer nordic ski patrol is being started. Higher priority work objectives have contributed to the lack of planning and designating new trails.

7. Information

An informational brochure and map are available for the cross country ski trails (see Appendix 3). There are no self-guided or guided programs to inform users about resource management.

8. Parking facilities

Currently within the study area there are ten parking areas which have a capacity of 103 vehicles. Some of the areas are not regularly open because of snow removal problems. The effective capacity is generally in the range of 60 vehicles. See Appendix 2, Parking Areas and Associated Activities.

9. Southern California Edison Area

Southern California Edison Company (SCE) currently has a small snowplay area at Balsam Meadow. They park about 20 vehicles in this very popular area. SCE has agreed to construct a 35-car parking area, provide restrooms, and develop cross country ski trails on their land at Balsam Meadow. This area is not included in this plan, however, the trail systems will be connected to the Marmot, Coyote and Eagle trail system.

10. Economics

Approximately \$6,000 is spent annually to clean toilets, maintain trails and equipment, provide sporadic patrols and pay mileage.

Caltrans' costs for snow removal are unknown. The cost of snow removal at parking areas would be difficult to separate from regular operations.

Much of the work done in designating, signing, and patrolling is volunteered and has not been evaluated.

C. Issues and Concerns

This section is a listing of issues and concerns developed as a result of the scoping process.

1. Parking shortage, especially on weekends and holidays is a concern expressed by users and agencies alike.
2. Users expressed concern with the lack of snow removal, especially during storms.
3. Caltrans has problems removing snow because of the shape and design of existing parking areas.

4. Caltrans prefers to plow parking that is parallel to Highway 168 and within their right-of-way.

5. Winter sports enthusiasts park in the highway travelway, causing congestion and hazards due to limited parking facilities.

6. Conflicts have developed between cross country skiers and snowmobilers, especially on trails. Minor conflicts occur with snowplay users. All Terrain Vehicles (ATV's) have been a recent problem and may continue.

7. All users want more trails designated for their particular use.

8. The Forest Service has concerns about tree damage in plantations.

9. Budget, personnel ceilings, and mileage constraints continue to limit management levels.

10. The parking lot at Tamarack Ridge must be open to snowmobilers as State "Green Sticker" funds paid for the construction.

11. The Tamarack Ridge parking lot is within an area restricting snowmobiles to designated routes or areas only. See Appendix 4, Recreation Element Travel Plan.

12. Concentrations of people usually increase sanitation problems. More toilet facilities are needed.

13. Signing, marking and mapping is needed on more trails and at parking areas.

14. Signing should include ability level required to negotiate trails.

15. Better groomed trails would be appreciated by cross country skiers, especially beginner/novice.

16. The public expressed interest in what happens if someone is injured or lost.

D. Source of Issues and Concerns

The following chart identifies the source of the issue or concern previously listed. The information was gathered for various reasons and compiled for this plan. Additional scoping was conducted during this planning process and was more site specific.

Issue or Concern	Description	SOURCE			
		Forest Service	Caltrans	CSU Study	Public
1	Parking Shortage	X	X	X	X
2	Snow Removal			X	X
3	Parking shape		X		
4	Parallel parking		X		
5	Parking congestion	X	X	X	X
6	User conflicts	X		X	X
7	More trails			X	X
8	Tree damage	X			
9	Management constraints	X	X		
10	Snowmobile parking	X			X
11	Designated routes	X			X
12	Sanitation	X		X	X
13	Signing			X	X
14	Ability level				X
15	Groomed trails			X	X
16	Rescues	X		X	X

III. MANAGEMENT DIRECTIONS

A. Forest Land Management Plan Direction

The following section lists segments of the Forest LMP recreation role statement, general direction, standards, and guidelines that apply to specific analysis areas. Please note that each management item is cross referenced back to the parent Forest LMP document item.

1. Future Conditions, Recreation Roles

The following are excerpts from a role statement in the Forest LMP (Sierra NF 1981:9).

a. Some developments would be added to facilitate snow activities.

b. The Forest trail system would expand moderately, with more intensive maintenance and management practices provided to meet dispersed recreation needs.

c. Visitor information and interpretive facilities would expand moderately. A full range of services would be provided at major recreation use centers, with emphasis on dispersed recreation opportunities.

2. Forest Management Direction

This section includes excerpts from the Forest LMP, Section V, Recreation (Sierra NF 1981:47-48).

a. (LMP 1) Provide a broad spectrum of forest recreation opportunities which the Forest is most capable of providing and which are most needed by the public.

b. (LMP 6) Provide moderate increases in interpretive services which explain the forest environment, forest management programs and encourages public use of the Forest.

c. (LMP 16) Provide moderate increases in road and trail construction to facilitate opportunities for dispersed use.

d. (LMP 17) Provide opportunities for increasing dispersed recreation use about 15% by the year 2000.

e. (LMP 18) Rehabilitate recreation facilities in dispersed areas to provide for visitor safety and site protection by the year 2005.

f. (LMP 19) Allow no cross country, off-road vehicle travel. Designate additional ORV routes in the area where cross country travel is now allowed. Restrict snowmobile use to designated routes in snow-play areas, along major highway routes, within major developed recreation areas, in popular cross country ski areas, and over Kaiser Pass.

g. (LMP 21) Provide parking and sanitation facilities for snow-play, snowmobiling, and cross country skiing use areas.

3. Management Standards and Guidelines

The following items are from the Land Management Plan (Sierra NF 1981:63-64, 70, 73-76).

a. Applicable to All Analysis Areas Except Wilderness and Special Management Areas.

(1) Allow recreation vehicles (4WD, trailbikes, snowmobiles, etc.) on designated routes and areas shown on the Travel Plan Map. All Forest system roads are considered designated unless closed to public use for administrative reasons. Allow administrative and public travel off roads as specified by permit or contract (LMP 48) (see Appendix 4 for map).

b. Applicable to All Developed Recreation Analysis Areas.

(1) The maximum noise level allowable for motorized recreation equipment is 86 dba at 50 feet (LMP 2).

(2) Permit snowmobile use only on designated routes (LMP 5).

c. Applicable to Developed Recreation Analysis Area 47 - Huntington Lake.

(1) Allow snowmobile use only on designated routes and areas (LMP 30).

d. Applicable to All General Forest Analysis Areas.

(1) Allow cross country snowmobile travel when there is at least six inches of snow and vehicle tracks do not touch the ground, except in areas where use is either prohibited or restricted to designated routes as shown on the Travel Plan Map (LMP 3) (see Appendix 4).

e. Applicable to General Forest Analysis Area 49 (Tamarack Ridge Area).

(1) Allow snowmobile use only on designated routes within the area indicated on the Travel Plan Map (LMP 1) (see Appendix 4).

3. District Management Guidelines

This section lists management guidelines developed by this plan for the area accessed by Highway 168. The minimum standards are designated by "M" and will be met. All others exceed the minimum and will be met as funds and priorities dictate.

- M 1. Conduct annual coordination meetings with Caltrans prior to winter operation.
- M 2. Continue to have Caltrans remove snow in parking areas.
- M 3. Provide public information by signing at parking areas with a capacity of five vehicles or more. Signs to be removable in

summer and adjustable for height. Include the following information:

- (a) Allowed activities using international symbols.
- (b) Rules that apply to the area.
- (c) Map of area and trails.
- (d) Degree of difficulty.
- (e) Length of trail.
- (f) Points of interest.
- (g) Emergency contacts.

- M 4. Provide a winter sports information brochure.
- M 5. Provide and maintain sanitary facilities at parking areas with a capacity of 10 or more vehicles.
- M 6. Maintain existing designated trails.
- M 7. Minimize snowmobile damage in plantations.
- M 8. Maintain all designated trails during above-normal snow depths to remove hazards such as branches and leaning trees.
- M 9. Use volunteers whenever practical.
- M 10. Have Forest Service representation in the area on weekends and holidays.
- M 11. Encourage clubs and groups to "adopt-a-trail" for signing and maintaining designated trails.
- M 12. Use "Pack it in-Pack it out" concept.
- M 13. Allow overnight camping in designated sections of parking areas where restrooms are provided.
- M 14. Keep lightly used areas open for dual use even if marked trails exist in the area.
- M 15. Provide for additional parking and safer conditions at

turnouts by cooperating with Caltrans. Emphasize development that will provide benefits to both summer and winter management.

16. Provide additional marked trails up to 100 miles for snowmobilers and 30 miles for cross country skiers.
17. Separate snowmobile and cross country ski trails where terrain allows.
18. Provide additional major parking capacity when all available parking areas are full more than six weekend-days a year.
19. Set tracks on beginner/novice ski trails within four days of a snowfall of greater than six inches.
20. Groom beginner/novice trails only when use of trail exceeds 50 people per day or when hazards develop.
21. Provide patrols to High Sierra or have two people stationed at High Sierra on weekends when use over Kaiser Pass exceeds 25 people a day.
22. Analyze the use of permits for travel over Kaiser Pass and any situation where a party is planning to stay overnight on the trail.
23. Provide interpretive services when groups can be contacted and a Forest Service message needs to be communicated.

C. Specific Area Guidelines

These guidelines apply to the area accessed by that parking area.

See Appendix 5, Winter Dispersed Recreation Management Plan Map.

1. SR 168 - 1 mile SW of Tamarack Ridge.
 - a. Manage for snowplay.
 - b. Provide information sign.

2. SR 168 - $\frac{1}{2}$ mile SW of Tamarack Ridge.
 - a. Manage for snowplay.
 - b. Provide information sign.
3. Tamarack Ridge.
 - a. Manage for snowplaying, snowmobiling and cross country skiing.
 - b. Provide information sign.
 - c. Provide restrooms.
 - d. Mark cross country ski trails.
 - e. Designate new snowmobile trails and eliminate the one through Tamarack Meadow.
 - f. Utilize 9S09 and 9S23 as dual use in order to have access to the parking area and loop trails.
 - g. Confine snowmobiles to designated routes south and west of South Fork of Tamarack Creek.
 - h. Provide regular nordic patrol of marked trails by volunteers.
 - i. Provide sporadic patrol of snowmobile trails.
 - j. Sign plantations to protect trees from damage by snowmobiles.
 - k. Hold periodic, advertized, guided tours to talk about resource management.
4. Marmot/Coyote
 - a. Manage for snowplay and cross country skiing. Prohibit snowmobiles except for search and rescue or administrative travel.

- b. Allow Caltrans to modify parking area to facilitate snow removal.
 - c. Provide information sign.
 - d. Expand marked trail system to the east and west of present trails.
 - e. Set track on Marmot and Eagle Trails within four days of a snowfall of more than six inches.
 - f. Groom Marmot and Eagle Trails when use of trails exceeds 50 people per day or when hazards develop.
 - g. Provide regular patrols using volunteer nordic patrol.
 - h. Provide periodic, advertized, guided tours to talk about resource management.
 - i. Provide two portable toilets.
 - j. Develop a self-guided tour to educate users about resource management.
 - k. Tie Caltrans proposed turnout/winter parking site near Tamarack Ridge into marked trail system.
5. South Fork Tamarack Creek.
- a. Manage for snowmobiling and cross country skiing.
 - b. Provide information sign.
 - c. Allow Caltrans to modify parking area in order to facilitate snow removal.
 - d. Connect snowmobile trails to Tamarack Ridge and Red Mountain parking areas.
6. Red Mountain.
- a. Emphasize snowmobiling but allow cross country skiing.
 - b. Provide information sign.

- c. Expand marked snowmobile trails and create loops.
 - d. Tie snowmobile trails in this area with those in the South Fork Tamarack Creek area and the Big Creek drainage.
 - e. Provide sporadic patrols of marked trails.
 - f. Sign plantations to protect small trees from damage by snowmobiles.
 - g. Construct a large parking lot when all available parking areas are used to capacity more than six weekend-days per season.
7. State Maintenance Area.
- a. Manage for snowplay with some skiing.
 - b. Provide no marked trails.
8. Grouse Creek.
- a. Manage for snowplay and skiing.
 - b. Provide no marked trails.
 - c. Allow snowmobiles but discourage use except for access to private property.
9. Bear Butte.
- a. Manage for snowplay next to highway.
 - b. Provide no marked trails from parking area.
10. Rancheria.
- a. Manage for cross country skiing.
 - b. Keep a vault toilet open and serviced near entrance.
 - c. Encourage Caltrans to plow the campground road to the gate to increase parking capacity.
 - d. Provide information sign.
 - e. Set track within four days of a snowfall of more than six inches.

- f. Groom trail when use of trail exceeds 50 people per day or hazards develop.

11. Eastwood/Kaiser Pass Road.

- a. Manage for snowplaying, snowmobiling and cross country skiing.
- b. Provide information sign.
- c. Designate routes to separate snowmobiles and skiers.
- d. Allow dual use of Kaiser Pass Road.
- e. Work with Caltrans to get Eastwood Parking Area plowed.
- f. Maintain Eastwood toilets on a regular basis.
- g. Designate snowmobile trails in Big Creek drainage.
- h. Provide access to Kaiser Pass Road from recreation residence/condominium area.
- i. Connect parking area with proposed snowmobile trail to Bear Butte.
- j. Confine snowmobiles to designated routes as far as Badger Flat Campground. Allow open use on the east side of the road from Badger Flat to Kaiser Pass.

12. Huntington Lake Launch Ramp Parking.

- a. Manage for snowmobiling and cross country skiing.
- b. Provide information sign.
- c. Work with Huntington Lake Association on snow removal.
- d. Maintain vault toilet.
- e. Mark cross country ski trails on the north shore of Huntington Lake.
- f. Mark snowmobile trails on the north shore of Huntington Lake.

- g. Maintain County road as dual use.
- h. Confine snowmobiles to designated routes.

D. Management Perspective

Current capacity in parking areas is 150 vehicles. As demand increases, additional parking could be developed which would handle an additional 150 vehicles. After that time, parking space would be difficult to locate without negatively affecting resources.

Use should be self-controlling, but if demand continues to exceed the capacity of parking areas provided, management may have to depend on other methods of control.

Possibilities would be to:

1. Find additional areas.
2. Through information, disperse use to other less used areas or times.
3. Provide for parking spaces through a reservation system similar to that used for campgrounds or wilderness permits.

IV. ACTION PLAN

ACTION PLAN

Submitted By _____ Date _____

Approved By _____ Date _____

Objective (Include Cost and Completion Date)

Implementation of Winter Dispersed Recreation Management Plan,
F.Y. 1982

TASK TO ACHIEVE OBJECTIVE	RESPONSIBILITY	TARGET DATE	COMPLETION DATE
1. Inventory parking areas and related facilities including trails on code-a-site forms.	Clark	6/1/82	
2. Update RIM basic address.	Clark	7/15/82	
3. Update RIM Facility Condition Inventory	Clark	7/15/82	
4. Develop sign design, motif, map and wording - involve Engineering and Landscape Archts. Acquire signs.	Wilkinson	8/1/82	
5. Construct signs for at least three areas.	Clark	11/15/82	
6. Meet w/Caltrans and design summer turnouts/winter parking.	Wilkinson	6/1/82	
7. Meet w/Sierra Snowmobile Club, Central Valley Nordic Ski Club to propose adopt-a-trail concept.	Wilkinson	6/1/82	
8. Develop job instructions and standards for volunteer positions.	Clark	10/1/82	
9. Develop brochure (Winter Sports)	Hansen	10/1/82	
10. With clubs, sign and mark snowmobile loop trails (approx. 10 miles) at Tamarack R. & Red Mt. Rd.	Clark	10/1/82	

 ACTION PLAN

Submitted By

Date

Approved By

Date

 Objective (Include Cost and Completion Date)

Implement Winter Dispersed Recreation Management Plan for F.Y. 1983 and provide quality recreation experiences by maintaining use at or below design capacities.

TASK TO ACHIEVE OBJECTIVE	RESPONSIBILITY	TARGET DATE	COMPLETION DATE
1. With clubs sign and mark additional nordic/cross country ski trails (approximately 5 miles).	Wilkinson Robertson	12/1/82	
2. Finish and distribute winter sports brochure.	Hansen	12/1/82	
3. Install signs and toilets	Clark	12/1/82	
4. Provide Forest Service representation on weekends and holidays.	Clark	5/1/83	
5. Monitor parking facilities and record use.	Clark	Annually	
6. Through signing, Forest Service AM radio and news media, encourage use in less used areas.	Hansen	12/20-4/10	
7. Remove signs and toilets.	Clark	5/1/83	
8. Develop EA on construction of additional parking lot near Red Mtn. Road.	Wilkinson	9/1/83	
9. Analyse the need for a reservation system for parking every few years.	Wilkinson	1984	

LIST OF REFERENCES

Arnold, J. Ross Sierra National Forest: Cross Validation User Preference Study. Fort Collins: Colorado State University and Rocky Mountain Forest and Range Experiment Station, (1981).

University of Minnesota. Proceedings. North American Symposium on Dispersed Winter Recreation. St. Paul. Minn.: n.p., 1980.

Sierra NF. "Proposed Sierra National Forest Land and Resource Management Plan." Fresno, 1981 (Mimeographed.)

APPENDIX

Appendix 1 - Caltrans Letter

Appendix 2 - Parking and Associated Activities

Appendix 3 - Cross Country Ski Brochure

Appendix 4 - Recreation Element Travel Plan

Appendix 5 - Winter Dispersed Recreation Management Plan Map

Note: Appendices 3, 4, and 5 are located in the envelope inside the back cover of this document.

Memorandum

BUREAU OF TRANS. 06

To : District Directors
(02, 03, 06, 07, 08, 09, 10) OCT 18 A 7:30

Date: October 12, 1979

File :

ROL
~~TS~~ TSA

From : DEPARTMENT OF TRANSPORTATION
Division of Operations

Subject: Cross-country Skiing Access

Caltrans, Resources Agency, and the USFS are cooperating on a joint venture to establish suitable access points along state highways for snow related recreation. We are trying to locate a few cross-country skiing sites for this coming season consisting of plowed shoulders or roadheads, plus signing.

The USFS has performed a brief inventory of potential sites and your traffic and maintenance staff should evaluate these for suitability. Attached are the potential sites in your district.

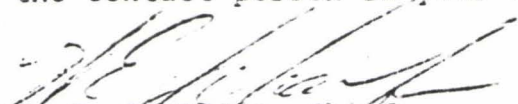
In evaluating these sites the following guidelines should help decide what areas are best suited.

1. The safety of the traveling motorist should not be jeopardized by these sites. Adequate sight distance is a key requirement for shoulder parking.
2. Plowed areas should be adequately dispersed and remote enough from other traffic generators so there is little or no added congestion due to shoulder parking.
3. We do not expect these areas to be kept spotlessly clean of snow. Cross-country skiers and snowshoers are assumed to be somewhat self-reliant.
4. First priority is obviously to keep the roadway open. Parking shoulders are plowed on time available basis.
5. Plow shoulders when you can. If a car is parked there, just plow what you can and the skier will have to fend for himself.
6. If there are too many cars parked for safe plowing, forget it and plow it later.
7. Cross-country skiers need about eight feet on one side of the road in most cases.

District Directors
(02, 03, 06, 07, 08, 09, 10)
Page Two
October 12, 1979

The Office of Transportation Operations is responsible for the overall program within the Department and Gordon Hutchings from the Division of Transportation Planning has been temporarily assigned to this office to help get a program started this season.

We need to get started as soon as possible and will need the name of the responsible person in your district for us to work with. Please furnish Jim Borden (ATSS 485-2851) the name of the contact person in your district by October 16.



W. E. SCHAEFER, Chief
Division of Operations

Attachments

GH:jc

cc: GHutchings
GLRussell
CNevis
EBThomas
Operations Files
Central Files
WRJ/IF, WACH

55 120

APPENDIX 2

Parking and Associated Activities

AREA	NAME	LOCATION	PARKING	COMMENTS
1	SR168 - 1 mile SW of Tamarack Ridge	Turnout on 168	5 cars	Reliable snow, mostly used when other areas are full.
2	SR168 - 1/4 mi. SW of Tamarack Rdg.	Turnout on 168	8 cars	Reliable snow; not too open; used primarily after other areas are full.
3	Tamarack Ridge	So. Fork Tamarack Cr. drainage	Road - 18 vehicles. Not adequate	Very good area; very popular; reliable snow. Some conflict w/snowmobilers and cross country skiers. Designated snowmobile trail.
4	Marmot/Coyote X-C Ski Trail	Tamarack Mtn. area	12 cars. Not adequate.	Has designated trails, reliable snow. Novice/Intermediate area. Parking limits use, parking lots full most weekends. Some conflict w/snowplayers for parking.
5	South Fork Tamarack	Road off 168	Plowed Road plus turnout on 168. 8 cars.	Reliable snow, good terrain. Most used when Tamarack Ridge and Marmot are full.
6	Red Mt. Road	North of Tamarack Creek	Very limited, 4-6 if no snowmobile trailers	Reliable snow, fair terrain. Mostly used when other areas full.
7	State Mntce. Area.	Turn off to State Mntce. Area.	2-3 cars	Limited Use.

AREA	NAME	LOCATION	PARKING	COMMENTS
8	Grouse Creek	Off 168 on Grouse Creek Road.	4 cars	Cross country ski and snowplay. Some snowmobile use. Fairly popular. Reliable snow. Not too steep so it is good snowplay for families with small children.
9	Bear Butte	Off 168 on Bear Butte Road.	5 cars	Very reliable snow; popular area for snowplay. Steep, fairly open area.
10	Rancheria Campground	Rancheria Campground	Small turnout, 3-4 cars.	Designated cross country ski trail. Very good beginners area.
11	Eastwood/Kaiser Pass Road	End of Highway 168. Road to Pass, White Bark Vista.	25 vehicles if Eastwood is plowed.	Major parking for all snow activities. Heavy use for snowmobile and cross country skis. Strenuous climb to Pass but becoming more popular. Some trans-Sierra use.
12	Huntington Lake Marina	North shore of Huntington Lake near Lakeshore Resort.	20 vehicles.	Most of use comes from Recreation Residence Permittees and condominium users.